

1. For CSO/OPS/EMO: First, INSURV does not inspect the PMS program, however findings from INSURV inspectors and FTSC technician's assessments reveal the overall health of your ship's program. We inspect IAW PMS, CSOSS, Tech Manuals, SAFECEN reference, COLREGS, NSTM and GSO standards. All equipment checks/demonstrations should be performed IAW latest PMS/operational procedures on hand.

OP Inspectors are often asked about an INSURV checklist. **"The best checklist is a well prepared and executed PMS deck" and adherence to equipment operation or demonstration procedures.** Recommend doing pre-arrival Ships Force self-assessments of your gear and technicians ability to follow in hand procedures. Ships that aggressively self assess have fewer problems.

Also ships that have robust zone inspection programs established IAW the CNSF Instruction 3120.1 checklist tend to do better during space inspections. **Space cleanliness is paramount to getting off on a good foot** and making a great first impression for the INSURV team and FTSC inspectors. **Deep cleaning is certainly encouraged beyond the daily light sweepers.** Use flashlights to help you look behind and under things. Inspectors wear coveralls for a reason and do not mind getting their hands dirty. Also please review our web page. It has lots of good info. <http://www.nosc.mil/fleet/insurv/>

2. Your cognizant systems obviously need to work to PMS standards. There are several U/W items of interest such as Surface Search Radar operation, and long range IFF/TACAN/Air Search Radar operation and CCA Radars if applicable. Along with a 12-20 Senior FTSC technicians, we will assess ship's Surface/Air Search Radars, IFF, EW, TACAN, CDS/SSDS/ACDS computer and peripherals, GPETE Readiness, Elex Cooling Systems, Elex Dry Air, (Mast preservation, safety, and material condition) and Space storage/ material condition/ preservation/cleanliness.

Bulbs out, knobs loose, screws missing, labels missing, dirty filters and so forth are fair game to document. OP inspectors do not assess the Weapons (WP), Comms (CC) or information (IS) systems but assist in the SD DTE. Weapons Elex Cooling and Dry Air systems although weapons systems support, fall under the OP inspector and cognizant FTSC techs. WRT the Equipment Required attachment, these CSO/OPS owned systems must work as any failure of one is an Underway Restrictive item. Not sure if the ICs and their gear is yours. If not, then the CHENG needs to be reminded of potential IC gear Underway Restrictive holdups.

3. EMO/COMMO should get up the mast along with ETC/ITC/LPOs to look at the material condition of their respective areas such as NAV lighting, Radar/Antenna material condition, antenna weatherproofing, grounding-bonding, condition of nonskid, preservation, climber safety rails, ladders, antenna cutout switch condition and labeling, cable standoffs and life rails/ropes. Don't forget the "safety sleeves" and harnesses which technicians/inspectors will be using for the aloft day. Please contact us for any questions.

LCDR Bill Johnson
LT Joe Mayers
LT Mike Mills

Board of Inspection and Survey
NAV/OP Inspectors
2600 Tarawa Ct, Suite 250
Norfolk, VA 23521-3295

DSN: 253-7578 X3012/3076/3021
Com: 757-462-7578 X3012/3076/3021
Fax: 757-462-7090